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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT NO.

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CD NO.

COUNTRY Germany Polish-occupied) and Poland

DATE DISTR. 13 February 1951

SUBJECT Handling of Soviet Transit Traffic on
the Frankfurt/Oder-Brest Litovsk Railroad

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1. The brigade comprises 11 men, including three locomotive engineers, three firemen, two conductors and one brakeman. During the periods of employment the personnel live in a caboose. After two or three missions they are given four days off in addition to another day traveling time. (1)
2. Each train is escorted by a Soviet detachment of one officer and two to four men riding a special coach. The escort detachment is not an element of the brigade. (2)
3. Transit trains operate on the line from Frankfurt/Oder to Brest Litovsk via Posen, Kutno, Warsaw, Siedlce, Lukow and Terespol. This line, which is double-track and standard-gauge, is in good condition. Except for those in Terespol, new trackage or loading ramps are not under construction. (3)
4. Transloading facilities with 110-ton bridge cranes have been under construction in Terespol since June or July 1950. These facilities are being used exclusively for the transloading of goods arriving in Poland from the I.R.S.R. (4)
5. All eastbound freight arriving from the west is transloaded in Brest Litovsk. [redacted] three trains can be transloaded at the same time. For transloading operations an empty train of Soviet-gauge cars is pushed beside the loaded train of standard-gauge cars and then is transloaded car-by-car by means of 110 or 60-ton bridge cranes. (5)
6. Polish pilot-engineers ride the engines of transit trains between Frankfurt/Oder and Terespol. Among their other duties they must see that the maximum speed of 55 km/h is not exceeded. Most of the pilots are experienced railroad personnel who are anti-Soviet in their attitude. The first [redacted] Polish pilot boards the train at Beppen; he is relieved in Posen by another pilot who rides the engine as far as Kutno, Warsaw, Siedlce or Sochaczew. Another pilot then takes over as far as Lukow, and leaves the train in Terespol. There is no pilot on the train between Terespol and Brest Litovsk. (6)
7. Locomotives are coaled Posen, Kutno or Sochaczew, Siedlce or Lukow. (7)
8. During the stop in Brest Litovsk the German personnel are restricted in the immediate vicinity of their cabooses, which are guarded by Soviet sentries.

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 Comments.

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(1)

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(2)

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(3)

The construction of a large new marshaling yard just west of Warsaw, was not mentioned. Although this was not expressly mentioned, the construction project in Terespol is believed to include the improvement of the railroad station in Malaszewice.

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(4) Information on the Terespol transloading station, which is intended to ease the strain on Brest Litovsk, was transmitted previously.

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It is believed that the transloading station of Malaszewice, located a few kilometers west of Terespol and now being improved, will be of greater importance than Terespol.

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(5) Several freight stations in Brest Litovsk are being used for transloading operations. It is not clear which of the stations is meant.

(6) The assignment of Polish pilots to Soviet transit trains operating on Polish territory was requested by the Poles and agreed to by the Soviets.

(7) For coaling stations used by Soviet transit trains,

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